

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Shipping.

Steamers.

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamer
Phoebe Thom King.

 Captain J. FOWLER, will
be despatched for the
above Ports on **SUNDAY, the 20th Inst.,**
at Noon.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, August 22, 1888. 1402

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Steamship
Tanaka.

 Captain T. S. GARDNER,
will be despatched for
the above Ports on **TUESDAY, the 28th**
Instant, at Noon, instead of as previously
advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
 Agents.
 Hongkong, August 21, 1888. 1392

**EASTERN AND AUSTRALIAN
 STEAMSHIP COMPANY.**

FOK SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
 The Steamship *Catterbourn*,
 Captain **DAIRIE**, will be
 despatched for the above
 Ports on **TUESDAY**, the 28th Instant, at
 Noon.
 For Freight or Passage, apply to
RUSSITT & CO.

Hongkong, August 17, 1888. 1370

STEAM TO STRAITS & BOMBAY.
(With option of calling at COLOMBO should indentment offer.)

The P. & O. S. N. Co.'s
Steamship
Leeward
will leave for the above
places on **TUESDAY, 28th Inst.**, at Noon,
instead of as previously advertised.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 25, 1888. 1401

CHINA NAVIGATION COMPANY,

LIMITED.

**FOR PORT DARWIN, SYDNEY AND
MELBOURNE.**

The Co.'s Steamship
Chingto,
HUNT, Commander, will
be despatched as above
on **TUESDAY**, the 26th inst., at 4 p.m.

The attention of **Passengers** is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon and Cabins
are situated forward of the Engines.
Second Class Passengers are berthed in the
Poop. A Refrigerating Chamber ensures
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to
RUTHERFORD & SUTHER

Hongkong, August 23, 1888. 1406

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

*(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)*

The Co.'s Steamship
Jason,
Capt. MILLIGAN, will be
despatched as above on
WEDNESDAY, the 29th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
 Hongkong, August 21, 1888. 1395

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Wingsang,
 Capt. D'A. de St. CROIX,
 will be despatched as
 above on **THURSDAY,** the 30th Instant, at



3 p.m.
This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 22, 1888. 1400
FOR NAGASAKI, KOBE AND YOKOHAMA*
The Steamship
Port Adelaide,
F. WEST, Commander,
will be despatched for the

above Ports on **THURSDAY**, the 30th Inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents,
Hongkong, August 22, 1888. 1397

FOR YOKOHAMA AND KOBE.
The Departure of the
Steamship
Electra,
from the above Ports, has been unavoidably
POSTPONED until further notice.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the Sight.
MR. LAWRENCE is now in Hongkong and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES FOR BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.
It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.
The late eminent Oculist, Dr. Soberg Wells, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that the eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.C.S.,
Barrister-at-Law, Singapore.

Writes:—
I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel d'Europe, Singapore.

LAWRENCE & MAYO,
OPHTHALMIC OPTICIANS,
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
Offices:—Old Bond Street, LONDON.
3 & 4, Macao Street, CALCUTTA.
22, Raffles Place, SINGAPORE.
Hongkong, July 23, 1888. 1232

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(FORMERLY ASSISTANT APRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address:
2, DUDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1888. 65

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Basis of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see their bald, and it is quite common to see the females with hair from the neck down. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties, always the itching and fever of the scalp. Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.
Hongkong, May 17, 1888. 810

Intimations.

CHAS. J. GAUPP & Co.,
Chromatists, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
KITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plating Works.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

DIAMOND JEWELLERY.
A Splendid Collection of the Latest London
Patterns, at very moderate prices. 742

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Nanoo,
Capt. P. J. P. de Souza, will be
despatched for the above
Ports on SUNDAY, the 26th instant, at
9 a.m.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, August 24, 1888. 1408

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MONTEBELLUNA,
ADRIATICO, LEVANTINO and SCIRO ANTONI
COS PORTS, up to CALAB. Taking Cargo
at through rates to PERSIAN GULF
and BAGDAD.

The Co.'s Steamship
Bormida,
Capt. DA NERI, will be
despatched for the above
Ports on FRIDAY, the 31st instant, at Noon.

At Bombay the Steamers are discharging
in PARSIS DOCKS.
For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, August 24, 1888. 1409

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

C. C. CHAPMAN, American ship, High-
born.—Fusaro & Co.

HEVER, German steamer, Capt. Dethlefs-
son.—Siemssen & Co.

LUCIA, British barque, Captain David
Wood.—Order.

PORT ADELAIDE, British steamer, F.
West.—Adams, Bell & Co.

SHIPPING.

ARRIVALS.

August 24, 1888.
Peshawar, British steamer, 2,138, L. H.
Moulo, Shanghai August 21, Mails, Tea and
Silk.—P. & O. S. N. Co.

Stentor, British steamer, 1,377, Milligan,
Fochow August 22, General.—BUTTER-
FIELD & SWIRE.

Nanoo, British ship, 863, T. C. Gough,
Fochow August 21, Amoy 22, and Swatow
23, General.—DOUGLAS STEAMSHIP CO.

Kashgar, British steamer, 1,555, F. Speck,
Bombay August 7, and Singapore 18,
General.—P. & O. S. N. Co.

Thyra, German steamer, 664, C. A.
Jacobsen, Norewag August 20, 1,100
bales Beans.—Ed. SCHILLERS & Co.

Frej, Danish steamer, 397, C. A. Lund,
Haiphong August 22, General.—AUKHOLD,
KARBERG & Co.

Surtie, French steamer, 470, Lebrun,
Iloilo Aug. 10, Sapanwood.—A. R. Martry.

Gleadow, British steamer, 1,935, Jacobs,
Amoy August 23, 3 p.m., Tea and General.
—JARDINE, MATHESON & Co.

SHARE LIST.—QUOTATIONS.

AUG. 24, 1888.

Stocks.	No. of Shares.	Price.	Dividend.	Position.	Per Cent.	Balance.	Interest.	Last Dividend.	Closing Quotations.
Hongkong and Shanghai Bank Corp.	60,000	125	all	\$	3,900.00	\$	20,903.51	at 30/ for 1 year working a/c	160 % prem.
INSURANCES.									
North-China Insurance Co., Ltd.	5,000	200	all	£	100.00	£	406,132.00	£	285
Yongtong Insurance Company, Ltd.	8,000	25	all	£	50.00	£	3,959.76	£	85
Union Insurance Society Co., Ltd.	10,000	250	all	£	675.00	£	314,012.06	£	1886
Canton Insurance Co., Ltd.	24,000	35	all	£	600.00	£	243,240.04	£	20
Canton Insurance Office Co., Ltd.	10,000	250	all	£	230.00	£	423,377.99	£	1887
Chinese Insurance Co., Ltd.	1,500	100	all	£	28.71	£	128,711.28	£	1886
Hongkong Fire Insurance Co., Ltd.	5,000	10	all	£	1,000.00	£	228,243.38	£	1886
China Fire Insurance Co., Ltd.	40,000	100	all	£	600.00	£	204,003.90	£	1886
Singapore Insurance Company, Ltd.	20,000	100	all	£	17.00	£	17,000	£	1886
The Straits Fire Insurance Co., Ltd.	20,000	100	all	£	79,432.52	£	79,432.52	£	1886
STEAMSHIP COMPANIES.									
H.K. & M. Steamship Co., Ltd.	40,000	200	all	£	40.00	£	3,896.50	£	117 % prem. cash
Douglas Steamship Co., Ltd.	99,900	60	all	£	127.32	£	115.13	£	8 %
Iado-China S. N. Company, Limited	44,837	10	all	£	4,387.50	£	4,387.50	£	15 % dis. ex. div.
60,000 shares issued.	31,212	10	all	£	10.00	£	18,856.71	£	110, nominal
China and Malacca S. S. Co., Ltd.	3,500	50	all	£	10.00	£	1,901.32	£	10 % for '87 34 % prem.
MISCELLANEOUS.									
H.K. & Whampoa Dock Co., Ltd.	12,500	10	all	£	10.00	£	1,527.31	£	10 % and 2 %
H.K. & China Gas Co., Limited.	5,000	10	all	£	10.00	£	678.94	£	10 % and 2 %
New Shares.	1,000	10	all	£	10.00	£	13,781.55	£	10 % and 2 %
Hongkong Hotel Company, Ltd.	3,000	10	all	£	10.00	£	424.06	£	10 % and 2 %
China Sugar Company, Limited.	15,000	10	all	£	10.00	£	619.16	£	10 % and 2 %
Hongkong Ice Company, Limited.	5,000	20	all	£	10.00	£	619.16	£	10 % and 2 %
Hongkong Bakery Company, Ltd.	600	20	all	£	10.00	£	229,303.18	£	10 % and 2 %
Luzon Sugar Company, Limited.	7,000	10	all	£	10.00	£	None	£	10 % and 2 %
Pearl Sugar Cultivation Co., Ltd.	5,000	10	all	£	10.00	£	None	£	10 % and 2 %
Pearl Tin Mining & Slinging Co., Ltd.	6,000	10	all	£	10.00	£	None	£	10 % and 2 %
Penang & Singapore Dredging Co., Ltd.	40,000	10	all	£	10.00	£	None	£	10 % and 2 %
Mining Co.	40,000	10	all	£	10.00	£	None	£	10 % and 2 %
H.K. & Kow. Wharf & Godown Co., Ltd.	37,000	100	all	£	10.00	£	None	£	10 % and 2 %
H.K. & Kow. Wharf & Godown Co., Ltd.	37,000	100	all	£	10.00	£	None	£	10 % and 2 %
A. S. Watson & Co., Limited.	3,800	100	all	£	20,000	£	411.47	£	13 % for 1887 12 % prem.
H.K. High-Level Tramways Co., Ltd.	1,250	100	all	£	10.00	£	None	£	35 % prem. nominal
Société Française de Charbonnages du Tonkin.	8,000	100	all	£	50.00	£	None	£	35 % prem. nominal
LOANS.									
Chinese Imperial 1884	8,565	500	all	£	8	£	None	£	4 % prem.
" " 1884	318	500	all	£	8	£	None	£	4 % prem.
" " 1886	1,700,000	1,250	all	£	7	£	None	£	14 % prem.

* Equalization of Dividend Fund.

† Depreciation and Insurance Fund.

‡ At Debt.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS & BOMBAY.
Per Lombardy, at 11.30 a.m., on Tuesday,
the 28th inst., instead of as previously
notified.

For STRAITS & CALCUTTA.
Per Japan, at 11.30 a.m., on Tuesday,
the 28th inst., instead of as previously
notified.

For PORT DARWIN, SYDNEY AND
MELBOURNE.
Per China, at 3.30 p.m., on Tuesday,
the 28th inst.

For STRAITS & CALCUTTA.
Per Wuyang, at 2.30 p.m., on Thursday,
the 30th inst.

MAILS BY THE BRITISH PACKET.
The British Packet Packet Steamer will
be despatched on SATURDAY, the
25th inst., with Mails for the United
Kingdom, Europe, and countries be-
yond, via Brindisi, to the Straits Settle-
ments, Netherlands, India, Burma,
Ceylon, Aden, Egypt, Malta, and
Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.
The following hours will be observed in
closing the Mails for Europe, &c., by the
English and French Packets, when they
leave at Noon. The Money Order Office
will be closed at 5 the day before.
8.00 a.m.—Posting of Prices Current and
Circulars ceases.
(Prices Current and Circulars may
however be posted up to 10 o'clock
if they are tied in bundles, country
by country, with the addresses all
one way.)
10.30 a.m.—Posting of Newspapers,
Books, and Patterns ceases.
11.00 a.m.—Mail closes.
LATE LETTERS may be posted (from
11.10 a.m.) with 10 cents late fee up to
11.30 a.m., after which hour they may
be sent on Board with the same Late
Fee.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—English Mail leaves for Ports of
Call and Europe.

Noon.—Glenowen leaves for London.

4 p.m.—Zafiro leaves for Manila, &c.
Stentor leaves for London.

Meeting.

Noon.—Meeting of Shareholders of The
Hongkong and Shanghai Banking Cor-
poration at the City Hall.

Miscellaneous.

Goods per Electra undelivered after this
date subject to rent.

General Memoranda.

Monday, August 27:
3 p.m.—Meeting of Shareholders of the
Hongkong and Whampoa Dock Co.,
Ltd., at No. 14, Praya Central.
5 p.m.—Auction of One Lot of Crown
Goods per Wuyang undelivered after
this date subject to rent.

NOTICE.

GARDEN SEEDS.

SEASON 1888-9.

THE following SEEDS required for
immediate sowing
CAN BE SUPPLIED AT ONCE:—
CELERY,
CYCLOMEN,
CINERARIA.

OUR FIRST SHIPMENT
of
Assorted Vegetable and
Flower Seeds
has arrived, and will be ready for
delivery in a day or two.

CATALOGUES AND GARDENING NOTES
FREE
on application.

A. S. Watson & Co., Limited.
THE HONGKONG DISPENSARY.
16th August, 1888. 1335

The publication of this issue commenced
at 7.30 p.m.

The China Mail.

HONGKONG, FRIDAY, AUGUST 24, 1888.

The legislative and administrative body
now known as the Sanitary Board is a
curiously-constituted department, and
has had a remarkable and peculiar
genesis. Formerly it was neither a
legislative nor an administrative body,
now it makes at least its own By-laws,
and it is empowered to administer that
wonderful mass of law known as the
Public Health Bill. Unfortunately,
neither the constitution of the Sanitary
Board nor its enormous powers under
the new Public Health Ordinance are
fully realised by the members. This
can scarcely be regarded as remarkable,
seeing that the very first attempt to
make a set of By-laws revealed a
grave misconception as to the powers in-
vested in the Board by the new Bill,
and a consequent reference to the
Government, who had to favour the
Board with an explanation and direc-
tion. The old Board was a consulti-
vative or advising body, and nothing
more; and when it presumed (as Mr
Francis would say) to give advice to
the Government, it was merely doing
what it was apparently established to
do. This, however, is certainly not the
position of the present Board. As Mr
Francis has himself explained, the
Sanitary Board of to-day is a body re-
sponsible to the Council only, and not to
the Administrative power of the Crown.
It is established by legislative enact-
ment, under sanction of Her Majesty
the Queen, through her Secretary of
State for the Colonies. As the admin-
istration of almost everything in this
Colony relating to sanitation—excepting
perhaps the Public Sewers, which the
Surveyor General seems determined to
exclude from the sphere of the Board's
operation—has been handed over to the
Board, surely there is no 'impermeable

intended or conveyed when the Board
asks what is being done to meet an
epidemic of Small-pox. One of the
complaints made by Mr Francis was
that the compulsory vaccination had
been transferred from the Board by an
Ordinance to the administrative officers
of the Government; and surely the
Board might therefore be permitted to
be the right to inquire what means were
being adopted to meet any epidemic
that may visit us in the cool sea-
son. Indeed, if the responsibility of
the preservation and maintenance
of the public health is to rest upon the
Sanitary Board, and the Board is not
to be permitted to ask for any or every
information from the Government upon
any or every subject bearing upon
sanitation, we think that the Board
would be placed in a very awkward
position. At all events, it seems to us
to be a very proper proceeding for the
Sanitary Board to take such measures,
even to addressing the Governor or the
Government while ink and paper hold
out, as will save the Colony from any
epidemic that may threaten. This al-
lround power possessed by the Board
must, we believe, extend even to the
public drains of the Colony, notwith-
standing anything that may be said by
Messrs Price and Ede to the contrary.
In spite of the fact that the Public
Health Bill has been carefully prepared
to exclude any specific allusion to this
section of public works. We can easily
conceive an emergency arising in con-
nection with the public sewers; they
are evidently not so near to perfection
yet as they ought to have been—which
might and would call for the most
urgent representations from the Board;
and we feel certain that the community
who pay for the construction and main-
tenance of the public sewers would be
very slow to describe as a 'decided im-
pertinence' any fairly-expressed docu-
ment calling upon the Government to
impart what information they could rela-
tive to a subject which so nearly affected
the health of the Colony. By his sub-
sequent action at the meeting of
the Board yesterday, it may be gathered
that the learned Queen's Counsel (who
thought such proceedings a 'decided im-
pertinence' in reference to any possi-
ble small-pox visitation) had changed
his mind when the facts were revealed,
—as he at once proposed that the sug-
gestions made by the last Board, and
about which the present Board had been
making inquiries of the Government,
should be adopted. These suggestions
referred to the construction of a per-
manent Epidemic Hospital, and the pro-
vision of efficient and adequate nurses
for the patients—wants which were
sorely felt in the cold season last year.

The Sanitary Board will now rival our
local Parliament, as it can go into Com-
mittee on its Estimates for 1889. It is
true that these estimates may be counted
by the hundred, and not by the thou-
sand; but it is equally true that the
Board begins by increasing the salaries
and allowances. With the enormous
increase of work which the Public Health
Ordinance will entail, when once these
long-delayed By-laws are prepared,
it is not to be wondered at. It will
surprise us if this Ordinance can ever
be faithfully carried out—even the prac-
tical and necessary part of it—with the
present staff. There can be no question
that the Superintendent and Secretary
ought to be paid an annual salary of
£5,000, equal to that received by the
Sanitary Surveyor. The burden of the
duty will devolve upon him, and even
now, although the position of the Super-
intendent is more clearly defined than it
was under the old system, the position
is and must be one requiring much
tact as well as special knowledge and
training. Upon the motion of Mr Ede,
seconded by Mr Francis, this increase
was voted; but the Registrar General
declined to vote, on the ground that he
was a Government servant. This ad-
mission, of course, furnished the over-
ready of having a shot at the official
members. When Mr Francis sug-
gested, at the first meeting held on the
21st June, that there was a distinc-
tion between official and unofficial
members, he was met by a strong re-
monstrance from Captain Deane and
Mr Price, and with an assurance from Dr
Ayres, the Chairman, that every member
of the Board was free to express his
opinion without fear or favour. Evidently
the Registrar General does not think so;
and whether his opinion was in favour
of or against the increase in the
Superintendent's salary he refrained from
recording it because he was a Govern-
ment servant. Fortunately on this
occasion the attitude assumed by Mr
Stewart Lockhart had no material effect
on the proceedings. But the incident
leads one to suppose that the duties of
the members are not sufficiently well
understood. If, therefore, this action on
the part of the Registrar General leads
to a clearer understanding on this point,
the occurrence will possibly do more
good than was intended by those con-
cerned.

These By-laws concerning the drains
have been again amended, and in de-
ference to the criticism of Mr Francis—
that they were still in a very ques-
tionable shape and would only lead to
trouble—the Board adjourned for another
fortnight. Mr Francis offered to frame the
By-laws in a workable shape, pre-
serving the text of those laid on the
table, and to produce them at the next
meeting; and although Mr Humphreys
reminded the Board that no one had
asked the learned Council to prepare a set
of By-laws, the Board did not appear
to object to the liberal offer, although Messrs
Price, Ede, and Humphreys (the Com-
mittee who drew the By-laws that have
not been accepted) voted against it.
It cannot be said that the Board are
making very rapid progress with their
legislative measures; but this delay is
simply corroborative of all that has been
said as to the clumsy and unwieldy
nature of the Public Health Bill, the
credit of which we believe must be
shared between Mr E. J. Ackroyd
(formerly acting Attorney General), and
the Hon. J. M. Price.

TELEGRAMS.

(Havas Agency.)

100

[illegible]

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;

ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PESHAWAR, Captain L. H. MOULS, with
H.M. Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 25th August, at Noon.
Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m., on the day before sailing.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of this Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 13, 1888. 1344

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship DUKE OF
WESTMINSTER, 3,725 Tons Reg-
ister, TURNER, Commander, will be de-
spatched for YANAGUYE, I.O. and
SAN FRANCISCO, via KOBÉ and YOKO-
HAMA, on WEDNESDAY, the 29th
August, at 3 p.m.

To be followed by the S.S. PARTHA,
on the 13th September, and S.S. ABY-
SINIA, on the 4th October.
Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco, " " 175.00
To all common points in Can-
ada and the United States } 230.00
To Liverpool " " " 300.00
To London " " " 305.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 29th August.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, August 18, 1888. 1378

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship BELGIC will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 8th
September, at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco, " " \$350.00
To San Francisco and return, " " 350.00
To Liverpool " " " 325.00
To London " " " 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

Q. D. HARMAN,
Agent.

Hongkong, August 18, 1888. 1370

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS; AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF NEW YORK will be despatched
for San Francisco, via Yokohama and
Honolulu, on WEDNESDAY, the 29th
Instant, at 1 p.m., taking Passengers and
Freight for Japan, the United States, and
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco, " " \$200.00
To San Francisco and return, " " 350.00
To Liverpool " " " 325.00
To London " " " 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same in required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 23, 1888. 1325

NORDDEUTSCHER LOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 30th day of August,
1888, at 10 a.m., the Company's
Steamship BAYERN, Capt. R. SANDER,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 29th August. (Parcels are not
to be sent on board; they must be left
at the Agency's Office). Contents and
Value of Packages are required.

The Steamer has splendid accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, August 4, 1888. 1300

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 30th of August,
1888, at Noon, the Company's
Steamship NATAL, Commandant Sève,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 29th August, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 17, 1888. 1368

NOW READY.

THE COMMERCIAL LAW AFFECT-
ING CHINESE, with special refer-
ence to PATENTRIGHT, REGISTRATION AND
BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail
Office, and at Messrs. LANE, CRAWFORD &
Co., Price, 75 cents.

Insurances.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.,
Hongkong, January 1, 1882. 15

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either
here in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co
Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

Intimations.

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure
of each European and Russian Mail
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
as it was deemed of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their perusal, will welcome the
change. The Overland China Mail, now a
weekly compendium of news from the Far
East, contains special Commercial Intelli-
gence, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
in full as they appear in the Daily issue.

The attention of Advertisers is directed
to a weekly newspaper, which is circulated
among old China hands and others, both
at home and in the Far East, who do not
take the daily journals.

The Overland China Mail will be regularly
posted from the China Mail Office to sub-
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OF THE

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may be had by applying at

THIS OFFICE.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs DAILY as a Ferry Boat between
Poddar's Wharf and Tsim-Tai-Tui at the
following hours:—This Time Table will
take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

11.15 P.M. 12.30 P.M.

12.45 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 2.45 "

3.00 " 3.15 "

3.45 " 4.00 "

4.15 " 4.30 "

4.45 " 5.00 "

5.15 " 5.30 "

5.45 " 6.00 "

6.15 " 6.30 "

6.45 " 7.00 "

7.15 " 7.30 "

* There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppage.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into divisions, denoting at

Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the

Shipping or midway between each shore are marked *s*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Poddar's Wharf.

6. From Poddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessels Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers

Amigo, 3 c Bruhn, Ger. str. 720 Aug. 24 Chinese

Bokhara, 5 c Bason, Brit. str. 1711 Aug. 22 P. & O. S. N. Co.

Chanchalla, 5 c Darke, Brit. str. 1306 Aug. 17 Russell & Co.

Chancellor, 5 c Whymann, Brit. str. 1028 Aug. 18 Adamson, Bell & Co.

City of New York, 5 c George, Brit. str. 1060 Aug. 17 Arnold, Karberg & Co.

Dalla, 5 c